

AUGUST 8, 1952

# AUTOSPORT

**1/6**

EVERY FRIDAY

Vol. 5

No. 6

BRITAIN'S MOTOR SPORTING WEEKLY



## ***IN THIS ISSUE***

BOREHAM RACES : ASCARI'S GERMAN HAT-TRICK : NEW MERCEDES-BENZ AT NURBURGRING : RACING  
AT THRUXTON, BRANDS HATCH, SILVERSTONE AND ARDS : FORMULA 2 PROGRESS REPORT, BY JOHN BOLSTER





**The  
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IN OILS**

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British motorists  
approved by **every**  
British car maker

WAKEFIELD  
**Castrol**  
MOTOR OIL  
(PATENTED)





DAILY MAIL BOREHAM MEETING AUGUST 2

***Formula II Trophy Race***

**MICHAEL HAWTHORN**

*Driving a Cooper-Bristol at 82.21 m.p.h.*



***100 miles Sports-car Race up to 1,500 c.c.***

**1<sup>ST</sup> J. C. C. MAYERS / LESTER M.G. 79.39 m.p.h.**

**2<sup>ND</sup> F. C. DAVIS / COOPER M.G.**

**3<sup>RD</sup> P. W. C. GRIFFITH / LESTER M.G.**

*(Subject to official confirmation)*



***ALSO USING ESSOLUBE MOTOR OIL***

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**BOREHAM**

Daily Mail INTERNATIONAL MEETING August 2nd.

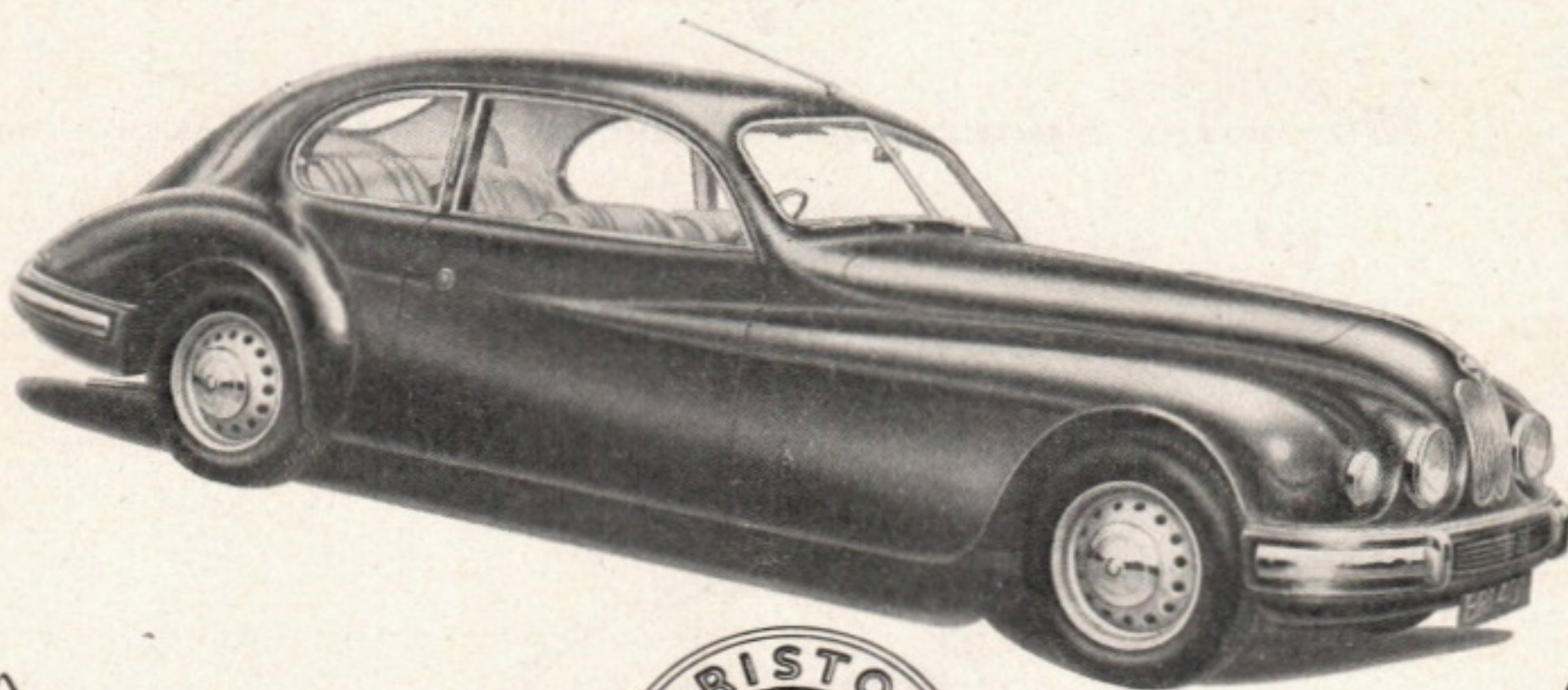
**"BRISTOL" ENGINE  
SUCCESSIONS**

## INTERNATIONAL TROPHY RACE (FORMULA II)

|                       |                       |                  |
|-----------------------|-----------------------|------------------|
| <b>1<sup>ST</sup></b> | <b>COOPER-BRISTOL</b> | (J. M. HAWTHORN) |
| <b>2<sup>ND</sup></b> | <b>COOPER-BRISTOL</b> | (ALAN BROWN)     |
| <b>3<sup>RD</sup></b> | <b>E. R. A.</b>       | (STIRLING MOSS)  |

## 100-MILE SPORTS CAR RACE (CLASS E)

|                       |                    |                  |
|-----------------------|--------------------|------------------|
| <b>1<sup>ST</sup></b> | <b>FRAZER-NASH</b> | (K. WHARTON)     |
| <b>2<sup>ND</sup></b> | <b>FRAZER-NASH</b> | (R. SALVADORI)   |
| <b>3<sup>RD</sup></b> | <b>FRAZER-NASH</b> | (T. A. D. CROOK) |



ALL THESE CARS ARE POWERED BY BASICALLY THE  
SAME ENGINE AS IN THE "BRISTOL" 401 SALOON

THE CAR DIVISION OF THE BRISTOL AEROPLANE COMPANY LIMITED, FILTON HOUSE, BRISTOL



# AUTOSPORT

BRITAIN'S MOTOR SPORTING WEEKLY

Vol. 5 No. 6

August 8, 1952

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## NOTICES

Published every Friday by AUTOSPORT  
159 Praed Street, London, W.2.

Editorial and General Office PADDINGTON 7673  
Advertisement Department PADDINGTON 7671-2

General Manager: PETER BAYLEY  
Advertisement Manager: NORMAN H. BIGSBY

Annual Subscription: £4 4s. 6d.  
Direct from the Publishers or all Newsagents.

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## EDITORIAL

THERE are bound to be many howls of protest when the proposed alterations to trials regulations are shortly issued by the R.A.C. This magazine has published many "for" and "against" letters, and it is fairly obvious that there are two hotly-opposed schools of thought relating to trials vehicles. AUTOSPORT will not take sides in any arguments concerning whether or not present regulations are satisfactory, but would propose to clubs that there is a fairly obvious solution to the problem of the more extreme "specials". As was proved at Annecy, during the successful Sporting Trial organized by the London M.C. with the full co-operation of the A.C. du Mont Blanc, there is a decided future for a form of "Autocross" in this country, a type of event which could attract a considerable following, and might eventually attain international status. By organizing events on closed circuits, based on motorcycle "scrambles" or "Motocross" as it is called abroad, clubs could provide a new and exciting form of trials which would make a great popular appeal, and also test the skill and ingenuity of "specials" builders, not to mention drivers' abilities. The introduction of "no-passing" areas, excepting when cars are stationary, would make for safety without detracting from the spectacle of machines tackling several stiff sections against the watch.

\* \* \*

BOREHAM has come and gone. The West Essex C.C.'s *Daily Mail* meeting was to have been the setting for a great B.R.M.-Ferrari duel. Instead, Gonzalez crashed on his third lap by attempting to take Hangar Bend in the wet at an impossible speed, whilst Ken Wharton impaired his growing reputation as a driver by trying to keep the second car in the race. The general public knows very little about the severe task of handling a very fast car with high-r.p.m. torque characteristics, on a very slippery surface. They saw Villoresi, Landi, Rosier, Hawthorn and others lap the much-vaunted B.R.M., no less than twice, and naturally couldn't understand Wharton's slow gait. Finally, the car packed up with gearbox trouble.

The truth must be faced at last. If the B.R.M. cannot be driven at more than small sports-car speeds on a wet track, then fundamentally the entire conception is all wrong. In any case, Bourne has had too many "last chances". AUTOSPORT abandoned its championship of the B.R.M. cause following the Turin fiasco, but was still prepared to give the project the benefit of the doubt. Now we must join the rest of the motor-racing world, and advise those responsible to give up for ever a job which has proved to be completely beyond their capabilities. The B.R.M. epitaph should be: It was a magnificent idea, but it was too much of an ideal to be practical.

## OUR COVER PICTURE

BLUE, GREEN, YELLOW: French, British and Brazilian representatives at Boreham. Eugène Chaboud (4½-litre Talbot) leads Alan Brown's Cooper-Bristol and the 4½-litre Ferrari of "Chico" Landi through rain-soaked Railway Corner during the 201-mile "Daily Mail" Trophy race.



**FORMULA 2 "SIX":** The twin o.h.c., 2-litre engine of the latest Formula 2 Maserati. It has three, horizontal Weber carburettors and is said to develop over 170 b.h.p.

## SPORTS-NEWS

### A.C. HISTORY

**"THE History of A.C. Cars Ltd."**, by R. G. ("Jock") Henderson of the famous Thames Ditton concern, is an intriguing book which traces the origin of the marque through the Weller car, the Auto-carrier commercial three-wheeler, and the A.C. Tricar. The first A.C. car, looking remarkably modern, was designed in 1912, using a French Fivet four-cylinder engine.

After the Great War, Anzani units were used, and in 1921 came the first "Light Six", with all-aluminium, single o.h.c., 2-litre engine of remarkably advanced design. Success in records and racing, S. F. Edge's forceful publicity and the car's inherent merits rapidly brought it to the fore, the Hon. Victor Bruce's 1926 victory in the Monte Carlo Rally helping to seal its success.

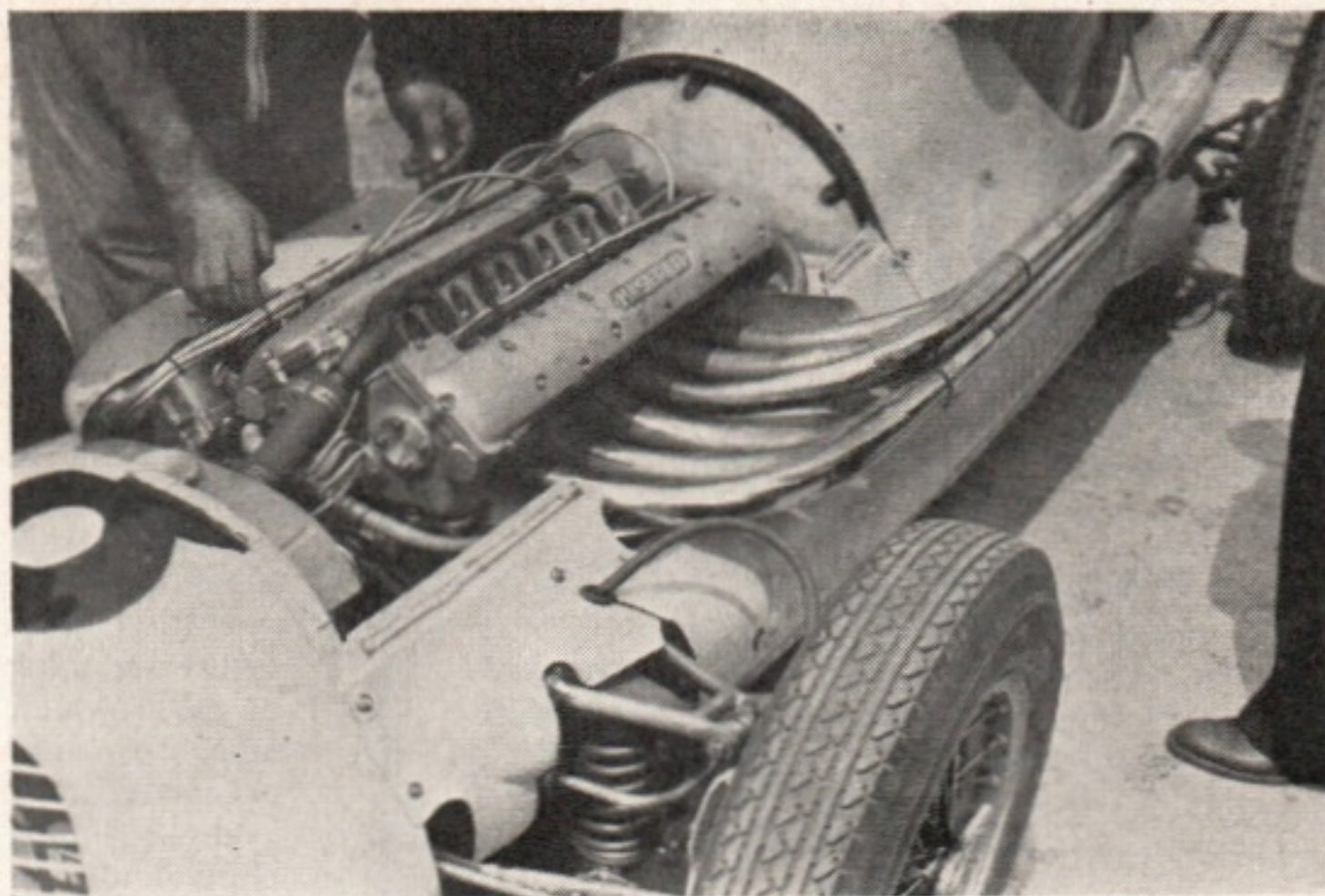
Copies of the History, in limited supply, may be obtained from A.C. Cars Ltd., Thames Ditton, Surrey.

### MOTOR-CYCLE SUCCESSES 1951

**SHELL-MEX and B.P., Ltd.**, have issued a well-illustrated booklet presenting a brief pictorial record of the triumphs of British motorcyclists in 1951 International events. The booklet can be obtained from any of the Company's divisional offices.

### BRISTOL 401

**I**N the issue of 1st August, 1952, on page 146 of the article John Bolster Tests The 2-litre Bristol "401", there appeared an unfortunate error—not perpetrated by the author. In column one, four lines from the bottom of the page, the word "impractical" should read "practical". The paragraph referred to should now read as follows: "The fully streamlined form endows the car with a high maximum speed, but it also renders the employment



of a relatively small engine quite practical, and one thus enjoys 2-litre economy with 4-litre luxury and performance."

### HARTWELL COOPER SUCCESS

**D**RIVING the Hartwell syndicate's Cooper-Bristol, André Loens returned second fastest climb of the day in the Formula 1 category at the recent Mont Ventoux Hill-Climb. Loens was also racing class runner-up, regardless of engine capacity, and won the award for best performance by a foreign entrant. The 2-litre Cooper-Bristol is owned by a new racing organization formed by Hartwell's of Bournemouth, and entitled the Fraser-Hartwell Racing Syndicate.

### WIRING CHART FOR GARAGES AND SERVICE STATIONS

**R**IPAULT'S, LTD., the well-known makers of lighting, starting and ignition cables, have issued a useful new Wiring Diagram and Statistical Table for automobile electricians and repairers.

Apart from giving essential technical data and guidance concerning cable sizes, carrying capacities and general installation, the chart contains a large ghosted illustration of a car with the complete electrical wiring system prominently shown in colour. 20,000 copies of the chart are being distributed free to garages and service stations throughout the country.

### "AUTOSPORT" £200 CHAMPIONSHIP

#### Don Parker's 30 Point Lead

**D**ON PARKER'S two wins at Brands Hatch, and his second place at Boreham have put the Kieft driver 30 points ahead of Stirling Moss, who leads Les Leston by two points. George Wicken is four points behind Leston. Bonus marks have been awarded to Brown (Boreham lap record), Moss (Brands Hatch lap record) and to Wicken for an earlier Brands Hatch meeting. Points have also been given to Brown, Coombs and Moss for an additional seven-lap race which took place after the 500 c.c. Championship of Wales. Coombs also receives three points and a bonus of two points for his Thruxton win and lap record.

The placings at the top of the table are as follow:—

| Positions as at 5th August |                 |  |      |
|----------------------------|-----------------|--|------|
| Driver                     | Car             |  | Pts. |
| 1. Don Parker              | Kieft           |  | 71   |
| 2. Stirling Moss           | Kieft           |  | 41   |
| 3. Les Leston              | Cooper          |  |      |
|                            | Leston Spl.*    |  | 39   |
| 4. George Wicken           | Cooper          |  | 35   |
| 5. Charles Headland        | Kieft           |  | 31   |
| 6. S. Lewis-Evans          | Cooper          |  | 23   |
| 7. Ninian Sanderson        | Cooper          |  | 22   |
| 8. Alan Brown              | Cooper          |  | 20   |
| 9. John Coombs             | Cooper          |  | 17   |
| 10. Tom Leigh              | Cooper          |  | 12   |
| 11. W. Webb                | Kieft           |  | 11   |
| 12. A. J. Nurse            | Cooper          |  | 10   |
| 13. R. G. Bicknell         | Revis†          |  | 9    |
| 14. Bob Gerard             | Cooper          |  | 7    |
| 15. Paul Emery             | Emeryson        |  | 6    |
| Don Truman                 | Cooper          |  | 6    |
| 16. André Loens            | Erskine Staride |  | 5    |
| Norman Gray                | Cooper          |  | 5    |
| G. E. Thomas               | Cooper          |  | 5    |

\*Includes 2 points for non-series production cars.

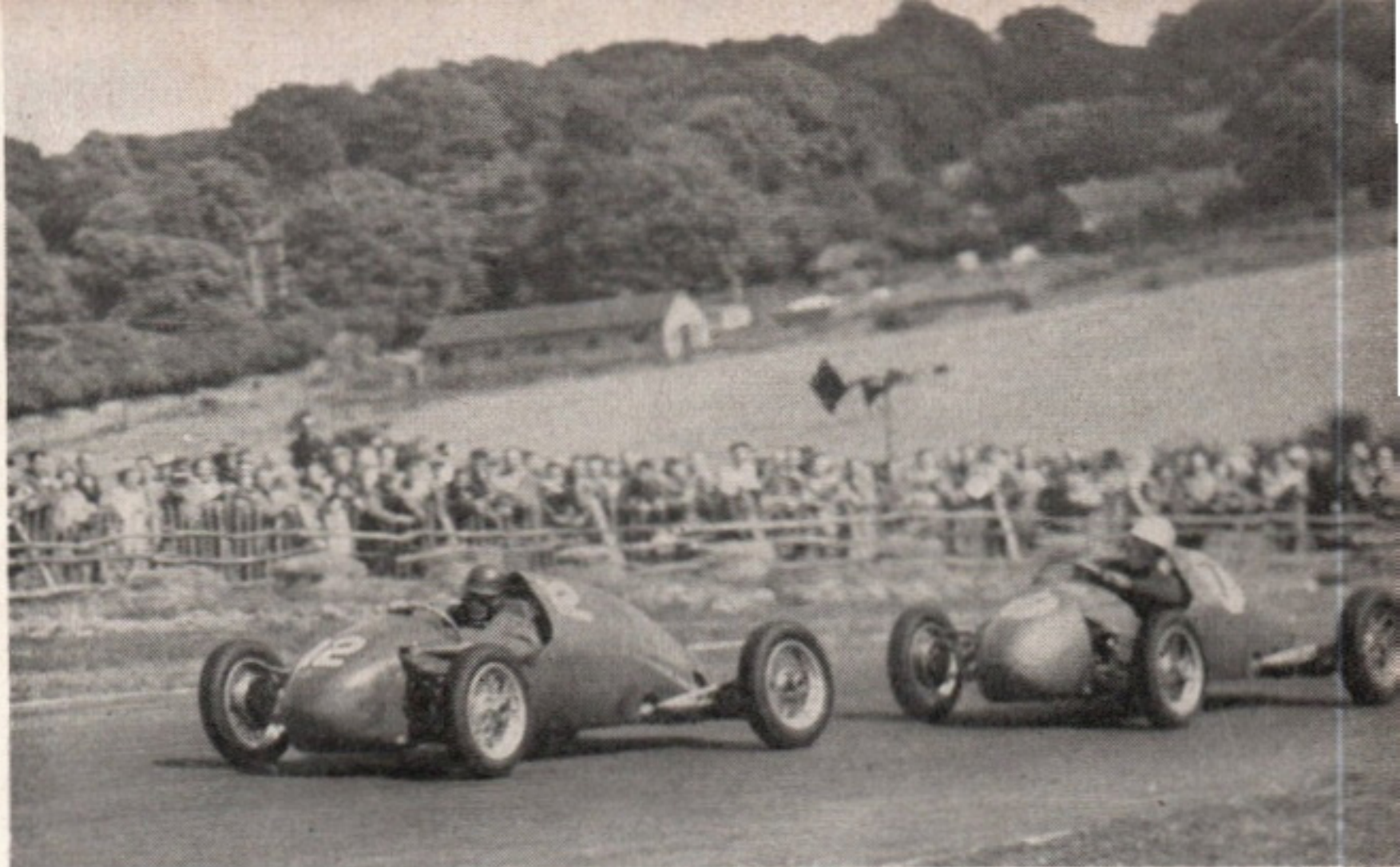
†Eligible for non-series-production car award.



**KIEFT v. KIEFT: Don Parker and Stirling Moss during a thrilling duel in Heat 4 of the August Sprint Race.**  
(Daily Telegraph photo)

THE largest crowd ever seen at Brands Hatch rolled up on August Bank Holiday Monday to see an excellent day's racing, organized by the Half-Litre Club. As usual, the Continental drivers were completely outclassed, only Helmut Deutz (Scampolo-DKW) putting up anything like a show. Unfortunately the little German driver crashed at Paddock Bend, without injuring himself beyond a few scrapes.

Heat 1 of the August Sprint Race began in a heavy shower of rain. It was won by J. K. Brise (Cooper) from Don Gray (Cooper). Deutz did well to finish fourth, the yowl from his two-stroke engine delighting the spectators. The rain eased up for Heat 2, which went to George Wicken (Cooper) at the round speed of 60 m.p.h. Paul Emery



## DON PARKER'S DAY AT BRANDS HATCH

**Kieft Driver Wins "Daily Telegraph" International Trophy—Stirling Moss (Kieft) Breaks Lap Record**

(Emeryson) was runner-up, with Les Leston (Cooper) third.

A drier track saw speeds steadily rising, and Bill Whitehouse (Cooper) won Heat 3 at 64.70 m.p.h., followed by N. Gray (Cooper) and A. Loens (Erskine Staride). The last heat saw a tremendous duel between Don Parker and Stirling Moss in their Kiefts, with Parker keeping ahead to win at 66.77 m.p.h. Third man was John Habin in Les Leston's swing-axle special.

Bill Whitehouse did a "Continental" start in the final and led from Parker, Moss and Loens for two laps. Parker then took the lead, and Big Bill sportingly let Moss through at Paddock Bend. Parker was really on form, and although Moss raised the lap record to 71.43 m.p.h., he could make no impression on Don, who ran out winner, with Moss runner-up and Bill Whitehouse third.

It was Parker again in Heat 1 of the *Daily Telegraph* International Trophy race. The Kieft expert won comfortably from Don Truman (Cooper) and R. G. Bicknell (Revis). In this race, J. Gregory (Cooper) and F. Hobart (J.B.S.) were involved in a frightening-looking crash coming out of Clearways. The J.B.S. crabbed, and Gregory's Cooper ran into

its nearside front wheel, smashing the suspension. The Cooper then somersaulted, and Gregory was knocked out. He escaped with cuts and bruises; Hobart was unhurt.

W. Webb, that very promising young driver, led for most of the second heat, but in the last lap was caught by J. K. Brise (Cooper) and Norman Gray (Cooper). Brise won narrowly at 66.62 m.p.h. Moss won the third heat more or less as he pleased; behind, attention was focused on the efforts of George Wicken to overhaul Charles Headland. Wicken made to overtake at Clearways, Headland did a tremendous broadside which he successfully held, but Wicken had to brake furiously to avoid the Kieft.

André Loens (Erskine Staride) and Paul Emery (Emeryson) supplied the thrills in Heat 4, with a real ding-dong. Don Gray led for three laps, then retired. Loens passed Emery to take the lead, but the Emeryson shot ahead on lap four, and stayed there till the end. Brown's Arnott had its offside fuel tank come adrift, and he was flagged off.

The Consolation 10-lap Race was another Emeryson victory, this time for ex-motor-cyclist Harold Daniell who caught and passed John Habin (Erskine Staride). Paul Pycroft (Emeryson) was

third. Habin almost ran over S. V. Chalmers (J.B.S.), who lost a wheel at the start, and which bounded across the track and finished up against the fence at Clearways.

Stirling Moss (Kieft) got away to a magnificent start in the 30-lap "Trophy" final, hotly pursued by André Loens (Erskine Staride), George Wicken (Cooper) and J. K. Brise (Cooper). Don Parker slid wildly at Clearways, but stayed on the road.

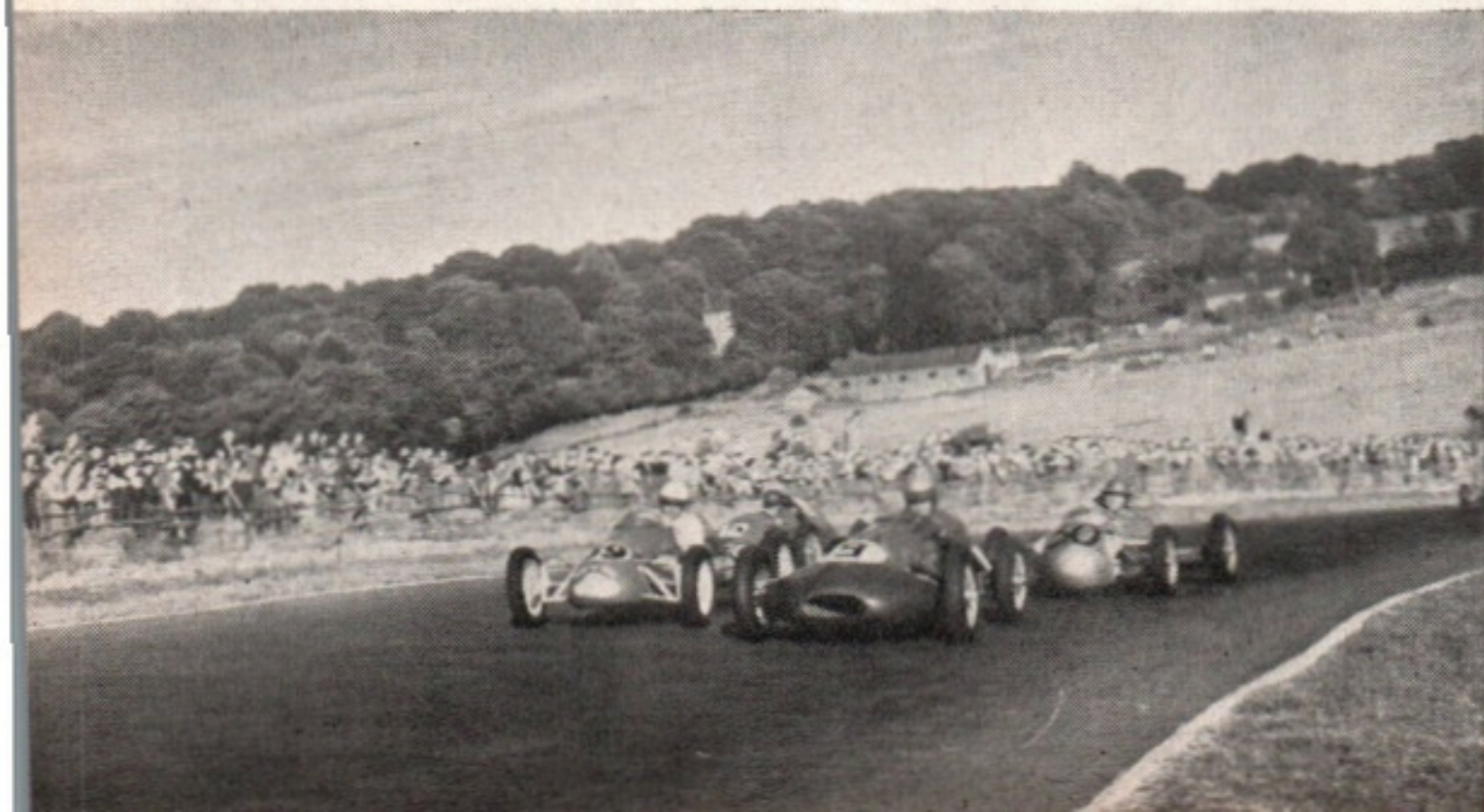
With Moss and Loens well ahead, an exciting struggle began, involving Wicken, Emery, Headland and Parker. Emery blew up, Parker scrapped with Headland and passed him on lap 10. Gradually the Kieft closed up on Loens, and on the 14th tour, Parker shot ahead at Paddock Bend. Loens slipstreamed him, tried to pass again, and there was a nasty-looking moment when the nose of the Staride struck the Kieft's nearside rear wheel. Fortunately nothing serious resulted, and Parker drew away in pursuit of Moss.

The Moss ill-luck struck again, and the Kieft went out at Clearways with a rod through the side. This left Parker with an undisputed lead. Driving impeccably he went on to collect the Trophy and £250, with Loens runner-up. Near the end, Headland and Wicken were once more engaged in a duel, and this time the Kieft seemed to come into momentary contact with "C'est Si Bon" at Clearways. Both cars slid violently, but remained on the circuit, although Headland dropped right back. On the last lap, Webb (Kieft) all but caught Wicken for third place, but just could not find room to pass as they both went flat out to the finish.

(Results on page 179)

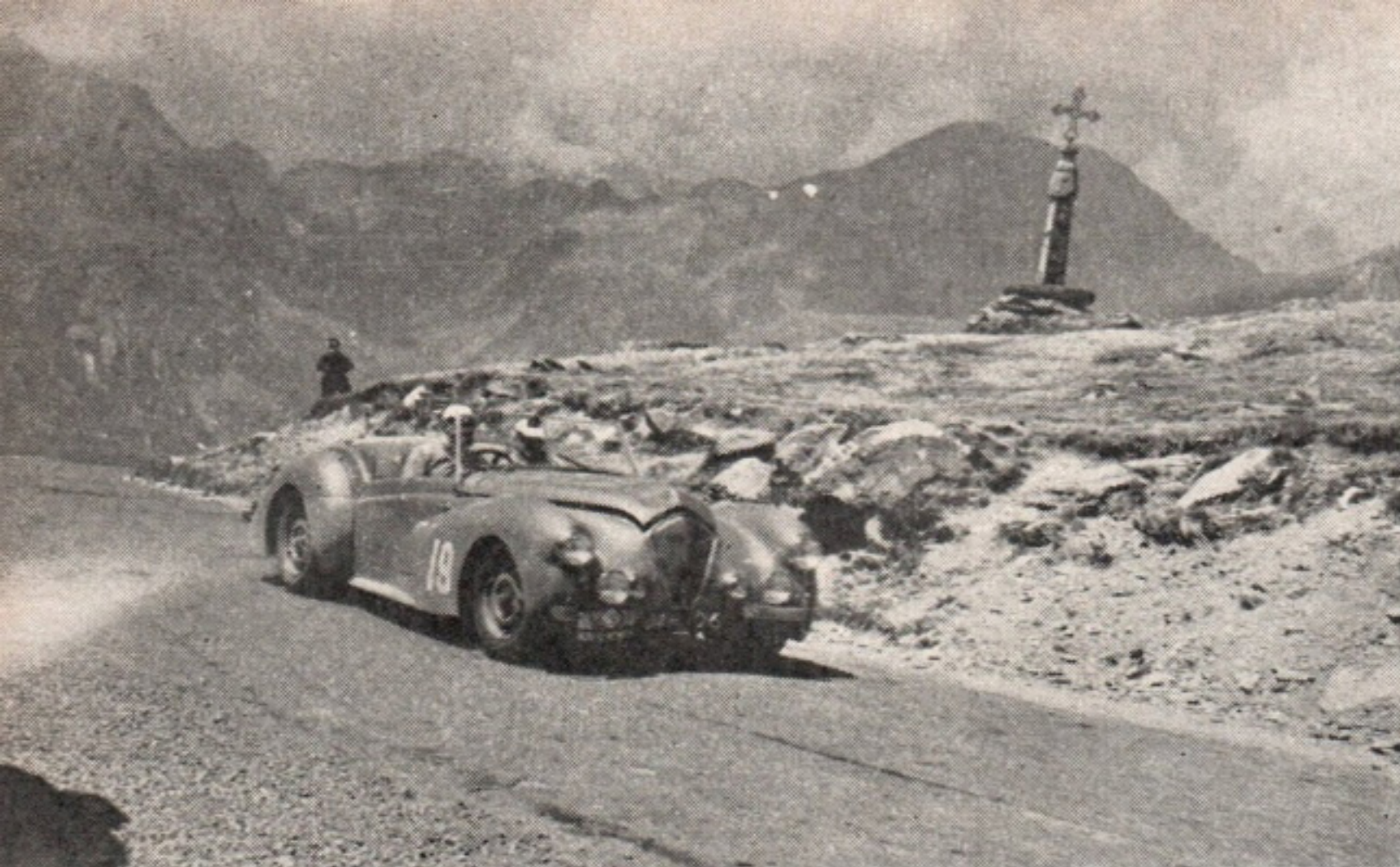
**CLOSE COMPANY:** Paul Emery (Emeryson), George Wicken (Cooper), Don Parker (Kieft) and Charles Headland (Kieft) battle it out in the final of the "Trophy Race".

(Daily Telegraph photo)





*Donald Hayward (Healey) in typical Alpine country during the Evian-Mont Blanc Rally.*



"Cote de la Colombière", with 5 mins. 10 secs., 15 secs. quicker than the Ferrari.

At the start of the last stage, 39 competitors remained in the event, only 12 of them being unpenalized, including Moffett (Jaguar). The Ferrari had its revenge in the "Cote au Mont d'Abois", defeating Wick/Levy with 1 min. 41.3 secs. against 1 min. 41.4 secs., including a 2 secs. penalty for allegedly jumping the start. The Jaguar retired shortly afterwards with brake bothers, when well placed to win the event outright.

Excellent performances throughout were noted by Misses Riddell and Carlton (Healey) who incidentally appeared to collect more road dust than anyone else. Dave Price had the bad

## A VERY TOUGH "EVIAN"

Only 10 Finish without Loss of Marks



(Left) Mme. Renaud and Mrs. Needham, runner-up for the ladies' award, with the manager of the Megève Casino at the presentation of awards.

(Below) Marcel Becquart, Mrs. Betty Clarkson, Roy Clarkson, Mrs. Bennett and Air Vice-Marshal Donald Bennett, highest placed British entrant.

luck to suffer from a seized automatic ignition advance control on his Morgan, otherwise he might have been much higher-placed than third in his class.

Marcel Becquart and the A.C. du Mont Blanc reckon that the 1952 "Evian" was a real test of crews and cars. The 15 British entrants thoroughly enjoyed themselves, and all hope to return in 1953.

### CRIMOND, TOMORROW

THE race-meeting, organized by the Aberdeen and District M.C. at Crimond Aerodrome on 9th August, starts at 2 p.m. The two-mile circuit is on the main Peterhead-Fraserburgh Road. In addition to races for sports-car, Formula 3 and *Formule Libre* racing-cars, there will be three motorcycle events. The Formula 3 race (20 laps) carries 7, 5, 3, 2 and 1 points respectively for the AUTOSPORT £200 500 c.c. Championship.

FROM all accounts, the recent Evian-Mont Blanc International Rally was a most arduous event. As was reported in last week's issue, the outright winners were the Citroën exponents, Pouderoux and Quincieu, who were victors in 1951. Out of 60 starters, only 10 crews finished without loss of marks. Highest-placed British car was a Jaguar, driven by the American George Moffett, taking part in his first European event.

Air Vice-Marshal Donald ("Pathfinder") and Mrs. Bennett (Jaguar) were the highest-placed British entrants, and the only other British crews to appear in the awards list were Dave Price (Morgan) and Mrs. Needham/Mme. Renaud (Lea-Francis), the last-named being runner-up for the ladies' prize.

Fourteen cars were penalized on the first stage, including Ray Flower (Jaguar), and Donald Hayward/Roy Clarkson (Healey). Best time in the Evian timed hill-climb was put up by Cyril Wick in Levy's Jaguar with 19 mins. 5 secs., the Heyman-Perron Ferrari being second with 21 mins. 8 secs. Wick/Levy were also fastest on the





# Mike HAWTHORN

first again



*using*

# K.L.G.

*sparkling plugs*

## Boreham

International Daily Mail Trophy Race

Formula II

- 1<sup>ST</sup> J. M. HAWTHORN — Cooper-Bristol  
2<sup>ND</sup> ALAN BROWN — Cooper-Bristol

Sports-car Races — Class E

- 1<sup>ST</sup> KEN WHARTON — Frazer-Nash  
2<sup>ND</sup> ROY SALVADORI — Frazer-Nash  
3<sup>RD</sup> TONY CROOK — Frazer-Nash

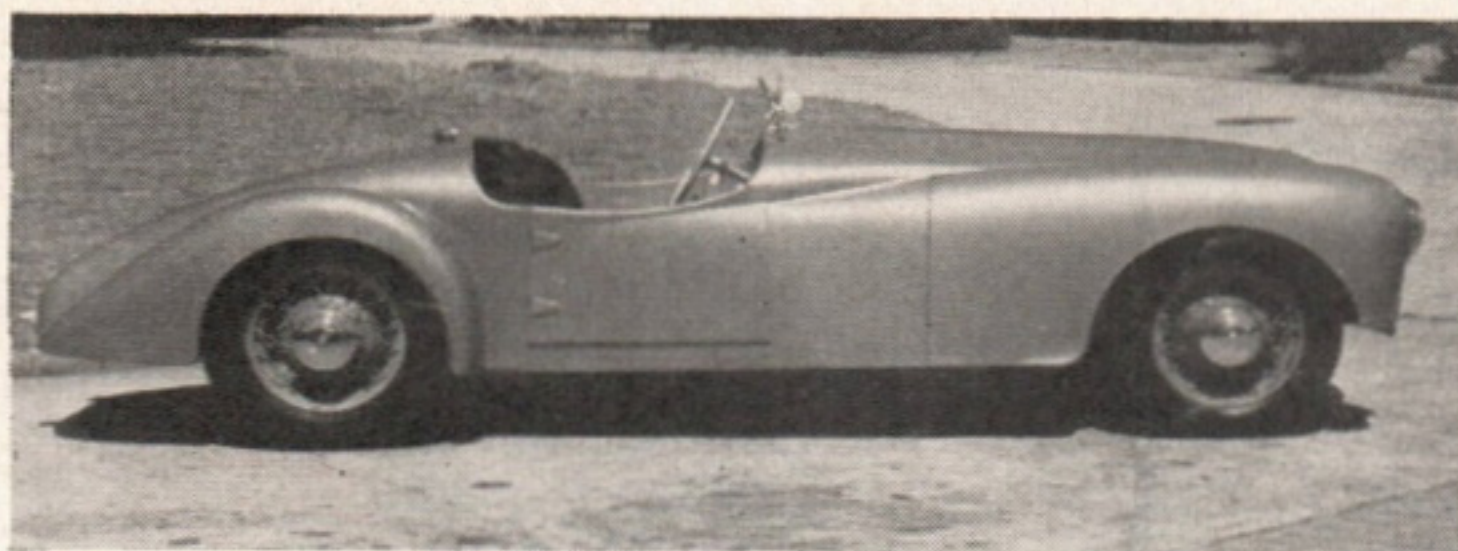
Class D

- 1<sup>ST</sup> REG PARNELL — Aston Martin

(Subject to Official Confirmation)

one of the **SMITHS** accessories for better motoring





RECOGNIZE IT? Probably you won't, but it is a 1936 Vauxhall with special body built to the order of Lionel ("Nick") Nicolls of Enfield, Middlesex.

## News from the Clubs

### CHILTERN C.C. ANNUAL CONCOURS

THE Chiltern Car Club will hold its Fifth Annual Concours d'Elegance on Sunday, 7th September, commencing at 2.15 p.m. in the High Street, Amersham, Buckinghamshire. This event, which is one of the foremost of its type in the country, is open to members of the Chiltern Car Club and to members of any recognized motor club.

There are classes for Veteran, Edwardian and Vintage cars as well as pre-war and post-war cars in open and closed categories. As well as the Prix d'Honneur Brooklands Trophy and the Raymond Way Cup there are the usual Class Awards and the Vintage Cup—for the finest car in this Class. In addition, there will be the Chiltern Cup for the best post-war car costing £850 or under. It is anticipated that this award will result in keen competition amongst the more moderately priced present-day cars. There is a special One Make award and Secretaries of One Make Clubs and Registers are invited to enter their Clubs for this prize.

In addition to the Concours d'Elegance proper there is also run concurrently the Pride of Ownership competition for which separate awards are offered and this competition always attracts numerous entries and rewards many who have put in much loving care and attention on the more ordinary types of car.

Entries at normal fees and for inclusion in the official programme close on 27th August, at 20s. per car. Full details and entry forms are available from the Secretary of the Meeting: S. H. Statham, Devonshire Close, 39 Devonshire Street, London, W.1. Phone: Langham 7101.

### SOUTHERN JOWETT CAR CLUB

SEVENTEEN members participated in the Rally held at Balls Cross, near Petworth, on Sunday, 27th July. The first event was a manoeuvrability test which involved the reversal into four rectangular parking spaces, finally reversing through two awkwardly placed stakes. Results: 1, P. Kehl (7 h.p.), 1 min. 24 secs.; 2, D. E. White (10 h.p.), 1 min. 30 secs.; 3, N. Stranger (Javelin), 1 min. 43 secs.

The second driving event consisted of driving forward and reverse over a number of tapes; this event formed an effective acceleration and braking test. The results were: 1, R. Palmer (A.40), 45 secs.; 2, Mrs. Rimer (8 h.p.), 52 secs.;

3, Mrs. Fletcher (Ford 8 h.p.), 54 secs. The Ladies' competition was won by Mrs. Hadaway.

The next Rally will be held at Chalfont St. Peter, Bucks., on Sunday, 31st August. For particulars of this meeting and of membership of the Southern Jowett Car Club, apply to the Hon. Secretary, R. Knight, 390 Hoe Street, Walthamstow, E.17.

### RILEY M.C. (SCOTTISH HIGHLAND CENTRE)

WEATHER was not too favourable for the Riley M.C. (Scottish Highland Centre) Children's Picnic and Garbage Hunt, which was rather disappointing as a considerable amount of time had been spent in preparing for both.

Social Convenor R. D. Taylor, ably assisted by John Tait and others, certainly put on a good afternoon's entertainment for all. The Picnic for the youngsters was held at Westerton, which was also made the starting point for the Garbage Hunt.

In connection with the Picnic, a new venture was tried. A bus-load of poor children were invited to come, arrangements for the picking of deserving ones being left to Social Member, Miss N. Neville, who in turn brought along two assistants with her to look after them. This certainly proved a success and the obvious enjoyment of the children made the extra work more than worth while.

A terrific amount of work had been put into the preparation of the Garbage Hunt, and the clues in rhyme were a masterpiece of ingenuity. Competitors were slow to arrive, but by tea time 15 cars were in the field. The Garbage Hunt results were as follows: 1, G. W. Philip; 2, E. G. Garden; 3, M. Lindsay.

### E.C.M.C. FELIXSTOWE RALLY

ENTRIES for the Eastern Counties M.C.'s Felixstowe Rally close on 11th August. This Closed Invitation event takes place on 22nd/23rd August, and members of the B.A.R.C., Chiltern C.C., East Anglia M.C., M.G.C.C., Peterborough M.C., Sporting C.C. of Norfolk, and the Thames Estuary A.C. are eligible to compete. The 400-mile route lies in the Eastern Counties, competitors starting from the Rutland Arms Hotel, Newmarket, from 11 p.m. A high speed touring test will be held at Snetterton circuit during the course of the Rally.

Entries should be sent to the Secretary, H. F. Murland, at 28a Church Street, Woodbridge, Suffolk.

### HANTS AND BERKS M.C. POINT-TO-POINT

AS some compensation for the cancellation through foot and mouth disease of their Great Auclum speed trials on 10th August, the Hants and Berks M.C. are holding a Navigational Point-to-Point in the Chiltern Hills. The event will start at the Falcon Hotel, Woodley, near Reading, first starters leaving at 2.30 p.m. Entries will be received up to 2 p.m. on the day of the event. Secretary of the Meeting is Douglas Johns, of 48 Reading Hill, Woodley, Berks. (Tel.: Sonning 2106.)

### V.C.C. RALLY

TOMORROW, 9th August, members of the Veteran Car Club of Great Britain will take part in a Rally to Hendford, Yeovil, Somerset. Only pre-1917 cars are eligible, and after reaching the Rally point, drivers will adjourn to Montacute House for a timed trial, commencing at 2 p.m. Entries total 33, ranging from R. Lawson's 1896 Léon Bollée to R. J. Hardy's 1915 Rolls-Royce.

### NEWCASTLE SEPTEMBER RALLY

THE Newcastle and Dist. M.C. are holding a Closed Invitation Rally on Sunday, 7th September. Clubs open to compete are Berwick, Burnhope, Cumberland, Hartlepool, King's College and Middlesbrough and Dist. M.C.s. Starting points are Newcastle, West Hartlepool or Penrith, according to choice.

The entry list is open until 1st September. Secretary of the Meeting is R. B. Horn, of 3 Westwood Road, Brunston Park, Newcastle.

### MORGAN ROAD RALLY

THIS Sunday, 10th August, the Morgan 4/4 Club hold their second Annual Road Rally over a 90-mile route in the Midlands. Competitors will start from Burton-on-Trent from 2 p.m. onwards, at two-minute intervals, heading for Banbury, where driving tests will be held.





# Correspondence

## Trials Specials

EVERYBODY who expresses opinions regarding the expense of trials, Mr. Philip Smith included, appears to make the mistake of comparing the expense of pre-war standard cars (usually M.G.s) with *present day* specials and surely this is entirely wrong.

The only fair way is to bear in mind that new cars are very hard to come by and cost a lot of money and only the really rich could afford to risk a modern car such as a TD M.G. in trials. In any case, the rich owners would soon be spending a lot more money making their standard TDs as much unstandard as possible—lightening bodies and chassis, major modifications to increase ground clearance, more money still to get increased steering lock and so on, and they finish up with a more special "Special" than any present-day "Special" and, what is more to the point, costing a lot more money.

Incidentally, with all this talk about standard cars, one tends to overlook the point that very few pre-war trials cars were, in fact, standard and the same primitive law applied then as it does now—subject to equality of the human element, the man with the best equipment will usually put up the slightly better performance.

With regard to the tag end of Mr. Smith's letter, trials are our hobby, thousands of spectators make "watching trials" their hobby and what do awards really matter compared with a day out in the fresh air, amidst marvellous country and in the company of the friendliest set of people you could ever wish to meet. In any case his comment regarding awards is completely misplaced because even a novice (like myself) in his first trials season and using a very cheaply-built home-made special, has managed to average one award per two trials entered. I can assure you, however, that it wouldn't matter if I had not won a thing because the pleasure of competing would still be well worth the little expense involved, but if standard(?) cars were the rule, I for one, definitely could not afford to risk damage to my everyday car and could not compete.

STAN JENKINS.

SHEFFIELD.

## The Cheltenham Fuel Economy Contest

As a co-driver in the recent Cheltenham Fuel Economy Test, my first impressions of a National road event were rather disturbing. I have competed in a number of Club Rallies and officiated at several National events, but this was my first sortie into the First Division. The organization was faultless and it would have been a near perfect event except for one thing, namely, the regulations stated only certain modifications would be permitted to Standard Production Vehicles, but there were at least two cars in our class which would not have passed the scrutineers and would not have been permitted to run in a closed to club event.

One was openly admitted to be fitted with an overdrive and another, which actually won the event, was fitted with a body incorporating a good proportion of alloy and Perspex windows; it had a non-standard exhaust system, no name plates, and wheels from the firm's sports model. These modifications

were obvious to the naked eye and the stewards made the gesture of impounding the car at the finish. There were no protests because they were apparently satisfied that all these were standard or proposed modifications and they did not even order the stripping of the vehicle when the weight of the car, complete with all equipment and some 80 lbs. of fuel, was found to be some three-quarter cwt. less than the unladen weight specified by the manufacturers.

This is not a moan about personalities but merely a matter of principle, as an impression was left in many peoples' minds that if you were well enough known and receive the manufacturers' full co-operation you could reduce your fuel consumption by some 60 per cent. over the next best experienced competitor with a similar car.

This rather doubtful practice spoils an otherwise excellent event, and I can only hope that these sort of tactics are not permitted in other major events. If so, I for one, shall return to the happy atmosphere of invitation or closed to club competitions.

NEVILLE JARRETT.

EDGBASTON, BIRMINGHAM.

## Juan Manuel Fangio

IN the motoring world Grand Prix Racing is my greatest interest and, in my opinion, Juan Manuel Fangio has been the greatest driver of recent years. Being one of his many fans, therefore, I was pleased to read your appropriate references to his crash at Monza, with your well wishes for his recovery, which, I am sure, was joined by all.

To read AUTOSPORT has always given me great pleasure, and I hope that such an excellent motoring journal will not permit Juan Manuel to fade into the forgotten past, after his many delightful and thrilling performances in English and Continental circuits.

C. H. LAWRENCE.

LONDONDERRY.

## Public Address

THERE has been a good deal of adverse criticism recently about the standard of PA work at race-meetings. Personally, I always find the average race-commentator fairly entertaining, although not always very informative. In my opinion, there is far too much unnecessary "nattering". Voices droning on almost non-stop become exceedingly irritating.

JOHN R. MUNN.

LEEDS.

*We are delighted to receive letters intended for publication. We do not insist on typewritten copy, but please write in a hand we can decipher, and on one side of the notepaper. The Editor is not, of course, bound to be in agreement with opinions expressed by readers, but this does not mean that subjects will be excluded on these grounds.*

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### Ascari's German Hat-trick—continued

Ascari. The last-named started off at a furious pace, and by the time he reached the Flugplatz he was only 50 metres behind. At Karussell there was less than five metres between them, with the 300,000 crowd shouting itself hoarse. Whether or not there was some prearrangement owing to the World's Championship is not known. Anyway Ascari finished just over 14 secs. ahead of Farina.

Chief interest in the sports-car event centred on the new open Mercedes-Benz 300SL two-seaters. Hermann Lang won the 3-litre category at the fastest speed of the race, 128.800 k.p.h., followed home by Kling, Riess and Helfrich—all in Mercs. The "Disco Volante" Alfa-Romeos were non-starters.

Special photographs of the new supercharged Mercedes-Benz will appear in next week's issue.

### RESULTS

#### German Grand Prix

1. Alberto Ascari (Ferrari), 3 hrs. 6 mins. 13.3 secs. (132.300 k.p.h.).
2. Giuseppe Farina (Ferrari), 3 hrs. 6 mins. 27.4 secs.
3. Rudi Fischer (Ferrari), 3 hrs. 13 mins. 23.4 secs.
4. Piero Taruffi (Ferrari), 1 lap behind.
5. Jean Behra (Gordini), 1 lap behind.
6. Roger Laurent (Ferrari), 2 laps behind.
7. Fritz Riess (Veritas).

**Fastest Lap:** Ascari, 10 mins. 5.1 secs. (135.800 k.p.h.).

### Sports-Car Races

**1,500 c.c.:** 1, Pietsch (Veritas), 1 hr. 22 mins. 54.4 secs. (115.500 k.p.h.); 2, Hartmann (Hansa-Borgward), 1 hr. 22 mins. 57.8 secs.; 3, Rosenhammer (I.F.A.); 4, Gloeckler (Porsche); 5, Fischhaber (Lancia).

**2,000 c.c.:** 1, Ulmen (Veritas), 1 hr. 34 mins. 29.4 secs. (115.900 k.p.h.); 2, Seidel (Veritas), 1 hr. 37 mins. 50.7 secs.

**3,000 c.c.:** 1, Lang (Mercedes-Benz), 1 hr. 46 mins. 9.2 secs. (128.800 k.p.h.); 2, Kling (Mercedes-Benz), 1 hr. 46 mins. 11.1 secs.; 3, Riess (Mercedes-Benz); 4, Helfrich (Mercedes-Benz).

**Over 3,000 c.c.:** 1, Carini (4.1 Ferrari), 2 hrs. 0 min. 57.8 secs. (113.300 k.p.h.); 2, Hollming (Jaguar).

### R.A.C. TRIALS FORMULA

**T**HE Competitions Committee of the Royal Automobile Club has now given full consideration to the many discussions and suggestions concerning the proposed alterations to R.A.C. Regulations for Vehicles taking part in Trials and Rallies, which were issued in 1949 and have been in force since that date. They will, of course, remain in force until at least 31st December, 1952.

The recommendations of the Competitions Committee, which has agreed to propose a new formula for vehicles taking part in *Trials only*, must now be ratified by the Committee of the R.A.C. The Committee of the Club has had the proposals before it and has given them consideration, but still needs further technical information on the proposals before coming to a decision, and to this end they will be placed

on the Committee's agenda again at its next meeting to be held this month, after which meeting its findings will be made known to all concerned.

Since the R.A.C. has taken every possible step to ensure that any changes in regulations governing the trials of the future shall incorporate every desirable feature, it is hoped that all concerned will appreciate that the subject is being very fully investigated by the R.A.C., before issuing any future regulations.

\* \* \*

### BRITISH 500 WIN IN SWEDEN

**D**RIVING a Norton-engined Cooper, Rodney Nuckey of the Ecurie Puckey won the Formula 3 race held near Falkenberg, Sweden, on 20th July. Entrants came from England, Germany, Denmark, Finland and Sweden. The course consisted of 4.25 kilometres of gravel roads, and the race was over 10 laps.

After a fierce battle in which drivers frequently ran off the road, Nuckey snatched a last lap lead from Nils Gerremo of Sweden, to win by 2 secs. The Danish driver, Robert Nellemann, was third, also driving a Cooper, making a 1—2—3 victory for the Surbiton marque.

### RESULTS

- 1, R. Y. Nuckey (Cooper-Norton), 23 mins. 3.7 secs.; 2, N. Gerremo (Cooper), 23 mins. 5.6 secs.; 3, R. Nellemann (Cooper), 23 mins. 10.6 secs.; 4, C. Lincoln (Effyh); 5, S. Bergkvist (Effyh); 6, S. Andersson (Svebe).

**Fastest Lap:** Nuckey (Cooper), 2 mins. 11.8 secs., 116 k.p.h.





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